

As a resident who lives in close proximity to a General Aviation Airport (Santa Monica Airport), I am angered by the FAA proposed State IV Standards. This proposal has several blatant flaws:

1. These New Standards will not apply to aircraft under 75,000 lbs. Although our local airport is considered "non-commercial", it has seen a shocking increase of business jet traffic. The Noise and Emission of these "sub" 75,000 lbs aircraft have an immense impact on our community. Our General Aviation Airport (Santa Monica Airport) and many others across the country no longer just serve recreational prop aircraft, but a growing fleet of business aviation aircraft that continue to be unregulated.
2. Proposed State IV Standards do not include a phase out of older aircraft. I know that European representatives to the International Civil Aviation Organization (ICAO) Conference where these proposed standards were formulated pushed for older aircraft (State III) phase out, but the United States lobbied and won for no phase out. All other upgraded standards in the past included a phase out of previous stage aircraft.
3. European representatives to ICAO also wanted a stricter 14 decibel noise reduction in newer aircraft. Again, the US lobbied for a lesser 10db reduction that most currently manufactured aircraft already meet.

Public comment should be solicited BEFORE the FAA goes to ICAO to represent what they think is in the best interest of the United States. When ICAO meets to set future Stage V Standards, the US delegation must represent the needs of its citizens including collecting public comment PRIOR to the Conference. Most importantly, the FAA needs to place into effect stricter Noise Standards for ALL aircraft including those under 75,000 lbs. and to include a phase out of noisier older aircraft.

Airports, such as Santa Monica Airport, have large populations residing close to the facilities. Noise reduction and safety need to be top priority for the FAA.

Thank you.  
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